



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards Division
901 Locust, Room 342
Kansas City, MO 64106

July 10, 2013

REGULAR and CERTIFIED MAIL-RETURN RECEIPT REQUESTED
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University of Missouri
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To whom this may concern:

<http://www.missouridronejournalism.com/category/drones/> was brought to our attention from the Unmanned Aircraft System (UAS) specialist for the Federal Aviation Administration (FAA) Central Region based in Kansas City, Missouri. Your website features your use of a multicopter UAS for journalism educational purposes.

The FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a "do no harm" approach to preserve the world's safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. Certificate of Authorization (COA). This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. Experimental Certification. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

You may petition for an exemption to 14 CFR 21.191. You would also need to petition for an exemption to 14 CFR 91.319 because no person may operate an aircraft that has an experimental certificate for compensation or hire. Petition for exemptions can be submitted on-line at <http://www.faa.gov/regulations/policies/rulemaking/petition/>. If you just want to sell your aircraft, you can do this with an experimental under market survey. In this case, you wouldn't need the two exemptions.

Exemption under 14 CFR 21.191 and 14 CFR 91.319 are not easily granted. Please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. Commercial UAS operations require the operator to hold

a FAA pilot certificate with the appropriate ratings. The experimental certificate application process is spelled out in FAA Order 8130.34B (www.faa.gov/go/uas - go to the regulations & policies link).

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

These requirements are necessary because most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most operators wishing to fly UASs are not trained, certified, or know the rules of the air to ensure the safety of others both in the air and on the ground.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website <http://www.faa.gov/about/initiatives/uas/>

Based on your university website, you are currently operating a UAS without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options available are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation. The instructions for making application can be found at <https://ioeaaa.faa.gov/oeaaa/Portal.do>.

For questions, please do not hesitate to contact me.

Sincerely,



Christopher L. Grotewohl
Aviation Safety Inspector
UAS Specialist
NextGen Branch, ACE-220
816-329-3273